

CAPSULE SUMMARY
BA-3082
Dundalk Survey District
Dundalk, Baltimore County
1930-1960
Private

The Dundalk Survey District in Baltimore County, Maryland, is a cohesive residential neighborhood surrounding the Dundalk Historic District (BA-2213/B-3737), which began as a United States Shipping Board Emergency Fleet Corporation (EFC) project in 1918 to provide housing for industrial workers. The EFC Dundalk project was later under the direction of the Dundalk Company and instilled the ideals of Garden City planning. The suburban development that eventually encircled this company town between the 1930s and 1960 perpetuated many of the same housing ideals established and maintained by the EFC, the Dundalk Company, and Garden City planning. Large-scale developers instigated these housing ideals because of the immeasurable need for housing during and after World War II, just as the EFC had done during World War I. The freestanding and attached single-family dwellings of the Dundalk suburb utilize the same period revival styles and economic low-cost materials and designs used by the EFC project in 1918 and continued by the Dundalk Company in the 1920s. Further, the single-family dwellings and multiple-family garden apartment complexes from the 1930s to 1960 reaffirmed the Garden City planning ideals for which the Dundalk Historic District is significant.

The Dundalk Survey District is predominately residential, including single- and multiple-family housing. The architectural styles and forms presented by the residential buildings include Tudor Revival, Colonial Revival, Dutch Colonial Revival, Bungalow/Craftsman, Cape Cods, Spanish Revival, and American Foursquares. The wood-frame and masonry single-family dwellings include freestanding structures and attached rowhouses, reflecting the neighborhood's semi-rural context as an automobile suburb as well as its urban character because of its close proximity to the City of Baltimore. The larger more high-style suburban dwellings on larger lots were located in the southwestern section of the Survey District. The southeastern section was home to single-family dwellings with more restrictive stylistic detailing and smaller lots. More modest dwellings, particularly Cape Cods with limited applied detailing and smaller lots, improved the northern section of the neighborhood. Rows of dwellings stretching several blocks and multiple-family housing was typically restricted to the eastern section of the neighborhood, including those along Fair Way, Key Way, and Liberty Parkway.

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1. Name of Property (indicate preferred name)

historic Dundalk Survey District

other

2. Location

street and number	Dundalk Ave, Dunhill Rd, Willow Spring Rd	not for publication
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city, town	Baltimore	vicinity
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county Baltimore County

3. Owner of Property (give names and mailing addresses of all owners)

name	Multiple Ownership
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street and number	telephone	Not Available
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city, town	state	zip code
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4. Location of Legal Description

courthouse, registry of deeds, etc. Baltimore County Courthouse tax map and parcel: Map 103

city, town	Towson	liber	Multi	folio
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5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report
☐ Other

6. Classification

[illegible]

7. Description

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Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

The Dundalk Survey District in Baltimore County is a suburb of the City of Baltimore, located to the southeast of the city and north of the Patapsco River. The Survey District envelops the Dundalk Historic District (BA-2213/B-3737) on the north, east, and west sides. Dundalk Avenue serves as the western boundary, abutting the existing Historic District at Sunship Road and Dunman Way. It includes St. Timothy Lutheran Church at Dundalk Avenue and Pine Avenue, traveling northward along Willow Spring Road to Baltimore & Ohio Railroad (B&O) tracks. Reflecting the industrial nature of the area in the 1930s and 1940s, the Survey District includes the Paul Jones & Co., Inc. Distillers/Joseph Seagram Sons (BA-3012). The northeastern border of the Survey District runs along the B&O railroad tracks, jumping eastward to include the National Distillers Products Corporation on Sollers Point Road (BA-3011) and then returns to follow the railroad tracks in a southeastern route. At the approximate intersection of Shipway Road and York Way, the Survey District moves slightly westward, running along York Way to Dunman Way, including the Liberty Apartments. At the intersection of Liberty Parkway and Dunman Way, the Survey District runs south on Liberty Parkway to Mornington Road. At this intersection, the District travels to the rear property lines of those single-family dwellings fronting both sides of Liberty Parkway between Mornington Road and Belclare Road. The curving roads in this area intersect with Liberty Parkway, resulting in the inclusion of those properties fronting Dunglow Road and Ardeeway Road to Dundalk Avenue.

The Dundalk Survey District documents the continued growth of Old Dundalk and St. Helena, which are located within the Dundalk Historic District. Old Dundalk, which is immediately adjacent to the Survey District, was improved with single-family dwellings, religious properties, educational buildings, and commercial resources constructed between 1893 and 1941. Typical of company towns, Dundalk was established by the United States Shipping Board Emergency Fleet Corporation (EFC), which was given the task of administering a federal housing construction program for industrial workers in the first quarter of the 20th century. The design of Old Dundalk follows the principles of Garden City planning with curvilinear streets and a planned community center with parks, school and shopping complex. Similarly, the Survey District has curvilinear streets with subdivided residential lots serviced by narrow alleys that provide access to the freestanding garages at the rear of the property. The vast majority of these buildings, including the single-family and multiple-family dwellings, were constructed in the period between 1930 and 1960. The housing lots located in the Survey District are wider than those platted as part of Old Dundalk, although the depth of the lots is consistent.

The Dundalk Survey District is predominately residential, including single- and multiple-family housing. The architectural styles and forms presented by the residential buildings include Tudor Revival, Colonial Revival, Dutch Colonial Revival, Bungalow/Craftsman, Cape Cods, Spanish Revival, and American Foursquares. The wood-frame and masonry single-family dwellings include freestanding structures and attached rowhouses, reflecting the neighborhood's semi-rural context as an automobile suburb as well as its urban character because of its close proximity to the City of Baltimore. The larger more high-style suburban dwellings on larger lots were located in the southwestern section of the Survey District, as seen at 3017 and 3019 Dunglow Road. The southeastern section was home to single-family dwellings with more restrictive stylistic detailing and smaller lots. This includes the dwellings at 3007-3011 Dunmurry Road. More modest dwellings, particularly Cape Cods with limited applied detailing and smaller lots, improved the northern section of the neighborhood. Rows of dwellings stretching several blocks and multiple-family housing was typically restricted to the eastern section of the neighborhood, including those along Fair Way, Key Way, and Liberty Parkway.

The single-family freestanding dwellings in the Dundalk Survey District are one-and-a-half to two stories in height with a rectangular form. Set on solid foundations of masonry, the buildings are constructed of both wood frame and masonry. A number of wood-frame structures are clad on the first stories with brick or stone facing, displaying a wider variety of building materials. Typically, the upper stories of these structures are clad in weatherboard, vinyl, or aluminum siding. The popularity of this mass-produced, time-efficient materials is evident throughout the Survey District as wood-frame structures originally clad in wood weatherboard have been reclad in vinyl siding, aluminum siding, and asbestos shingles. The roofs are varied throughout the neighborhood, including hipped, front gable, side gable, gambrel, and cross gable. A flat roof was noted at 8 Liberty Parkway, a

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Spanish Revival-style dwellings standing one story in height. The roof cladding throughout the Survey District was asphalt shingles with little or no cornice. The facades of many of the freestanding dwellings were finished with porticos rather than full-width front porches. The porticoes presented front-gabled or shed roofs supported by square posts, such as those at 3007-3011 Dunmurry Road. The fenestration of the single-family dwellings included single, paired, and tripartite windows with double-hung or casement sash. The double-hung sash was generally 1/1 or 6/6 and the casement windows were multi-paned. A number of the original wood sash frames remained intact, although replacement materials, typically vinyl, were noted. Wood sills, narrow molded wood surrounds, and soldier-course lintels framed the window openings. Projecting bay windows were seen throughout the community, such as those noted at 10 Kinship Road and 20 Liberty Parkway.

Attached single-family dwellings in the Survey District include twin dwellings and row houses. The twin dwellings are typically restricted to Liberty Parkway between Belclare Road and Dunman Way and between Shipway Road and Admiral Boulevard. The attached single-family dwellings are constructed of masonry and wood frame with brick facing and weatherboard siding. Restrained in applied detailing, the attached housing is reminiscent of the Colonial Revival style with side gable and hipped roofs, single and paired window openings, gable- or shed-roof porticos or porches, and narrow boxed cornices. Standing two-and-a-half stories in height, the twin dwellings as originally constructed were symmetrical in fenestration. The porches on the attached dwellings on the western side of Liberty Parkway, such as those at 3028-3038 Liberty Parkway, are united by a full-width front porch that is divided by a balustrade at the center for privacy. The porches on the facades of the attached buildings on the eastern side of the street, including those at 2505-2515 Liberty Parkway, are individual; thus physically and visually separating each dwelling.

The row houses for which Baltimore City is known are located along Fair Way and Key Way in the northeastern corner of the Survey District. This area is home to approximately twenty-three rows of structures including 130 single-family dwellings. Narrow alleys provided rear access to the attached houses as well as freestanding garages for thirty-six properties. The brick structures have flat roof visible at the rear with side-gabled roofs and parapet walls ornamenting the facades. The roofs, pierced by front-gabled wall dormers with paired double-hung sash windows, are clad in slate and asphalt shingles. Tudor Revival in style, the row houses are two-and-a-half stories in height on a slightly raised foundation. The window openings on the facades are framed with granite, a decorative embellishment typical of the Tudor Revival style. The majority of the dwellings have full-width front porches that are not attached to their neighborhood's porch, thereby presenting a sense of individuality.

The multiple-family buildings are typically garden apartment complexes composed of individual structures forming a group of at least three buildings. These modest-sized buildings were designed to contain at least four self-sufficient dwelling units. Each building is at least two and no more than three stories high and has a single main public entrance. The grouping of buildings are designed and sited to relate to the surrounding landscape and provide a more semi-rural environment. The garden apartments in Dundalk were designed for moderate-income residents during the severe housing shortages occurring in the second quarter of the 20th century in Baltimore County. Examples include The Keyway Apartments along Willow Spring Road and Kinship Road, south of Key Way. Consisting of three brick structures, the Classical Revival-style apartments have stepped facades that create more individual buildings along the street. Each bay has a central entry flanked by single and paired 1/1 replacement vinyl sash windows set within segmentally arched openings. The openings have two courses of rowlock header lintels and a single-course rowlock sill. The primary entry of each bay is individualized, although Classical Revival in style. Ornamentation includes Tuscan pilasters with fluted or plain shafts, metope and triglyphs, projecting molded cornices, sunburst lintels that mimic fanlights, and enclosed pediments with wide friezes. The flat roofs of the structures, some framed with brick quoins, have a stringcourse consisting of a continuous soldier course and alternating rowlock course of brick.

The larger apartment complexes, such as York Park Apartments and Liberty Garden Apartments, consist of a number of brick structures covered by side gable, hipped, and flat roofs. Devoid of applied ornamentation, the buildings are two stories in height. The fenestration includes single, paired, and tripartite openings with 1/1-replacement vinyl windows. The entries provide interior

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access to public halls that lead to each of the apartments and stair.

The Survey District also includes five religious properties with a church, rectory, parish house, and often a school. Noted religious properties include St. Timothy Lutheran Church, Church of God at Dundalk, Dundalk United Methodist Church, Dundalk Church of the Brethren, and St. Rita's Roman Catholic Church. These resources are typically masonry, constructed of brick or stone with steeples, lancet-arched openings, and buttresses. Architectural styles noted include Classical Revival, Gothic Revival, Colonial Revival, and vernacular. St. Timothy Lutheran Church at 2120 Dundalk Avenue, constructed prior to 1932, is an imposing masonry structure presently clad in stucco. A three-story entry and bell tower at the northeast corner augments the two-story open nave, which is set on raised foundation. The Classical Revival-style church has a rectangular plan with a front gabled roof clad in asphalt shingles. The corner tower has a hipped roof, open arcade, engaged corbels, round windows, and two double-leaf entries. The main block of the church has engaged balusters, narrow stained-glass semi-circular arched windows with rounded arched hoods, a large round window, corbels, and a denticulated cornice.

The Church of God at Dundalk, located at 6 York Way, dates from the middle part of the 20th century. Constructed of brick laid in the Flemish bond, the one-and-a-half-story church has a cross gable roof with asphalt shingles. The bell tower rises two stories with a flat roof and metal cross. The attached rectory and classrooms on York Way has a flat roof and is constructed of brick with granite details and engaged buttresses. The church has lancet-arched windows with paired diamond panes of stained glass. It is ornamented with rowlock stringcourses, and glass block windows in the basement level. A projecting rowlock brick course frames the cross and six trefoil muntins.

The present St. Rita's Roman Catholic Church at 2903 Dunleer Road was constructed in 1949, replacing an early-20th-century structure on the same site. The modern Gothic Revival-style building rises two stories in height with a towering steeple at the façade. The church is constructed of stone with granite detailing. The property also includes four related buildings dating from 1926, including a brick school and rectory.

The Dundalk Church of the Brethren is located at 2660 York Way. Modest in scale, this church is constructed of brick laid in six-course Flemish bond. The Gothic Revival-style church was constructed in 1951. A parish house is located to the north of the church.

The Dundalk United Methodist Church at 6903 Morningson Road is an imposing masonry structure located on a triangular lot of land bounded by Morningson Road, Dunran Road, and Dunmore Road. The L-shaped church is clad in coursed stone with applied wooden detailing. A three-story entry tower capped by a steeple augments the two-story structure. Large semi-circular stained-glass windows illuminate the open nave of the church. The Colonial Revival-style church has a double-leaf entry topped by a multi-light transom and broken pedimented surround.

Two industrial complexes are located in the Survey District, representing the area's close proximity to the B&O Railroad tracks and its historic context as an industrial community. These include the properties historically known as the Paul Jones & Company, Inc. Distiller/Joseph Seagram Sons at 1919 Willow Spring Road (BA-3012) and the National Distillers Products Corporation at 7101 Sollers Point Road (BA-3011).

The Paul Jones & Company, Inc. Distiller/Joseph Seagram Sons complex was built circa 1936. This large industrial complex contains numerous buildings, structures, and objects placed on a level grassy lot between Willow Spring Road to the east, the Baltimore and Ohio railway to the north and west, and Key Way to the south. A chain link fence topped with barbed wire encloses the complex. Dominating the site are four ten-story, nine-bay warehouses placed evenly along Willow Spring Road. The buildings are clad with terra cotta tiles with bands of concrete marking the division between each bay and story. Each building has two two-leaf metal doors on the first story. The window openings of the first few stories have been bricked over but the upper

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stories retain their original metal-frame windows, each with six lights. All the openings have cast concrete sills. The two northern buildings feature reinforced concrete buttresses that divide each of the bays. All the buildings have concrete cornices and flat roofs. Square eleven-story towers with flat roofs are sited at the rear of each of the buildings.

Three brick gatehouses, built circa 1945, are sited at the entrance to the complex. These gatehouses are all one story and two bays. Solid parged foundations support the stretcher-bond brick buildings. The buildings have one-leaf metal doors and wood-sash windows with 2/2 horizontal lights. A soldier-course stringcourse decorates the walls. The buildings have flat roofs and overhanging eaves with aluminum-clad soffit. Visible only from Key Way is a one-story brick building (circa 1940) with a shed roof hidden behind a stepped parapet and a metal stovepipe. A metal water tower, circa 1940, is sited at the north end of the property. A non-historic brick building lies near the railroad tracks and is difficult to view from the public right-of-way. The three-story building has evenly spaced windows with multiple lights and a gable roof. A set of non-historic metal vats is sited on the property behind the four large distillery buildings.

The National Distillers Products Corporation was constructed about 1933 on a level grassy lot bordered by Tyler Road in the north, Sollers Point Road in the east and south and the Baltimore and Ohio Railroad in the west. The property today consists of four warehouses, three brick buildings, and one brick smokestack. The masonry buildings on site are brick laid in a six-course American bond. The warehouses are six stories high and vary between sixteen or eighteen bays long. Each story of the warehouses has evenly spaced wood-frame industrial windows with rowlock sills and soldier-course lintels. The warehouses have stepped parapets and flat roofs. Stair towers, seven stories in height, are sited at one end of each of the buildings. One warehouse, sited at the eastern corner of the lot, has brick pilasters marking every six bays and visually supporting a corbeled stringcourse. Behind the eastern warehouse is a brick building that repeats the style and materials used in the warehouses. The building is two stories in height and only five bays are visible from public right-of-way. In the center of the property is a small one-story, nine-bay brick office building. The projecting central bay contains a central entry with a one-leaf door flanked by brick pilasters supporting a broken wood pediment with an urn. The wood-frame double-hung sash windows have 4/4 lights, rowlock sills, and soldier-course lintels. The building has a stepped parapet and a flat roof. Directly behind the office building is a brick structure with a corbeled pediment within the wall surface and a parapet roof. Behind this structure is a four-story, five-bay brick building featuring industrial windows, rowlock sills, and a metal clad cornice. The building has a gable and flat roof.

8. Significance

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Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime industry	<input type="checkbox"/> transportation	
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other:	

Specific dates 1930-1960

Architect/Builder Unknown

Construction dates 1930-1960

Evaluation for:

☐ National Register

☐ Maryland Register

☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance reports, complete evaluation on a DOE Form - see manual.)

The Dundalk Survey District in Baltimore County, Maryland, is a cohesive residential neighborhood surrounding the Dundalk Historic District (BA-2213/B-3737), which began as a United States Shipping Board Emergency Fleet Corporation (EFC) project in 1918 to provide housing for industrial workers. The EFC Dundalk project was later under the direction of the Dundalk Company and instilled the ideals of Garden City planning. The suburban development that eventually encircled this company town between the 1930s and 1960 perpetuated many of the same housing ideals established and maintained by the EFC, the Dundalk Company, and Garden City planning. Large-scale developers instigated these housing ideals because of the immeasurable need for housing during and after World War II, just as the EFC had done during World War I. The freestanding and attached single-family dwellings of the Dundalk suburb utilize the same period revival styles and economic low-cost materials and designs used by the EFC project in 1918 and continued by the Dundalk Company in the 1920s. Further, the single-family dwellings and multiple-family garden apartment complexes from the 1930s to 1960 reaffirmed the Garden City planning ideals for which the Dundalk Historic District is significant.

Dundalk Historic District

Until the latter part of the 19th century, the community of Dundalk was predominantly rural. Subdivision of the farmland initiated growth of the newly created community of St. Helena, which began to experience rapid growth in 1916. That year, Bethlehem Steel Corporation obtained the blasting furnaces of the Maryland Steel Corporation, which was located nearby on Sparrows Point. Anticipating the need for worker housing, Bethlehem Steel Corporation purchased approximately 1,000 acres and created The Dundalk Company to oversee development. The outbreak of World War I (1914-1918) increased production at the Bethlehem Steel shipyards on Sparrows Point, prompting the need for additional workers and working housing. This national demand for labor and housing compelled the federal government to assign the United States Shipping Board Emergency Fleet Corporation (EFC) the task of administering a federal program of housing construction for industrial workers. In 1918, Bethlehem Steel created another subsidiary known as the Liberty Housing Company, which entered into an agreement with the EFC to develop two projects. The Dundalk project was to include 531 houses and a group of stores. The St. Helena project included 284 "convertible" houses for bachelors and a mess hall. With the exception of the mess hall, both projects exist in their entirety and are recognized as the Dundalk Historic District. The historic district was listed on the National Register of Historic Places in 1983 under Criterion A and C with a period of significance extending from 1893 to 1941. The district is recognized for encompassing the only two housing developments built by the United States Shipping Board Emergency Fleet Corporation in Maryland during World War I. Further, the community is significant as an expression of early-20th-century community planning. The plan for much of the district, with its curvilinear streets and planned community center, reflects experimentation with Garden City planning ideals. The development of the community was also greatly influenced by the Bethlehem Steel Corporation, which controlled much of the district's physical growth and made Dundalk a "company town."

With the end of World War I, the intense need for industrial housing was curtailed. However, Congress was resolved to complete

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the projects in Dundalk and St. Helena that were nearly finished and sell the housing. By June 1920, the EFC houses in Dundalk and St. Helena had been sold to either private individuals or to the Dundalk Company. The Dundalk Company still owned a large amount of undeveloped land in the area, and with the purchase of many of the EFC buildings, replaced the federal government as the major force shaping the community's development. As outlined in the Dundalk National Register nomination prepared in 1983, the Dundalk Company used restrictive covenants to control the use and appearance of property. Further, in constructing new housing, the emphasis was on building substantial detached houses that were not pretentious but provided quality housing for the working class. Under the direction of the Dundalk Company, development continued using the architectural precedents set by the EFC. Edward L. Palmer, a noted Baltimore architect, served as the architect for both the St. Helena and Dundalk projects. As he had done in Roland Park, Palmer used period revival motifs in his designs. Although more modern architectural styles like the Art Deco and Moderne were utilized for commercial buildings in the 1930s and 1940s, the period revival styles continued to be incorporated in the new development that ultimately surrounded the area under the direction of the Dundalk Company.

Dundalk Survey District

The development of the Dundalk Historic District began with the 1890s subdivision of St. Helena and increased during World War I. Ultimately, the EFC projects of Dundalk and St. Helena were enveloped by suburban development that began in the 1930s and continued to 1960. This suburban development, like that taking place in Dundalk during the World War I period, was instigated by the need for efficient low-cost housing during the Great Depression (1929-1941) and World War II period (1941-1945). The federal government immediately undertook the reform of home financing, improvement of the quality of housing, and stimulation of the building industry, motivating the development of the suburban area that encircled the Dundalk project. The Principles of Planning Small Houses, published by the Federal Housing Authority (FHA) in 1936 and periodically updated, addressed issues such as prefabrication methods and materials, housing standards, and principles of design. The FHA was a proponent of offering a range of comforts and increasing accommodations. This is clearly evident in the Dundalk Survey District, where the building lots are wider than those created by the EFC for the Dundalk project. The FHA provided illustrated floor plans and simple elevations of buildings largely devoid of nonessential spaces, picturesque features, and unnecessary items that would add to the construction costs. Overall, this ideal was practiced throughout the Survey District, where the form, scale, massing, and architectural style of the dwellings are mass-produced from only a few building plans with little applied detailing. Variation was provided by siting and in the materials used on the exterior of the buildings, including wood, brick, concrete block, shingles, stucco, and stone. The Sanborn Fire Insurance maps indicate that the roads established by the EFC project were extended to allow for additional housing lots to be created. The development was slow but steady as other industrial complexes moved into the Dundalk area.

After the 1933 repeal of Prohibition, Dundalk became a leading center in the production of rye whiskey. The presence of the Baltimore and Ohio Railroad line in Dundalk attracted producers of the bottled spirits, including the Paul Jones & Co., Inc. Distillers/Joseph Seagram Sons (BA-3012) and the National Distillers Products Corporation on Sollers Point Road (BA-3011) by the middle 1930s. These state-of-the-art rye distilleries maintained direct access to the railroad, thus allowing for the shipping and receiving of products and ingredients. The whiskey was poured into casks, stored in the large brick warehouse buildings and allowed to age for four years before being sold for consumption. In 1942, both complexes were purchased by Joseph E. Seagram & Sons Inc., which continued to produce whiskey on the two sites. During World War II, the industrial complexes produced alcohol for rubber manufacturing and medicinal purposes. Employees of both industrial complexes were residents of Dundalk, thus requiring the need for housing in the 1930s and 1940s.

By 1945, the nation experienced its largest building boom in history, almost all of it concentrated in suburbs like the Dundalk Survey District. This building boom was instigated by the lack of new housing, continued population growth, and the six million returning veterans eager to start families. Suddenly vast subdivisions of housing, many of which included rows of Cape Cods, Colonial Revival dwellings, and later Ranch houses, were appearing throughout the county. The slow initial development of the Dundalk Survey District allowed for the fast-paced construction of single-family housing by large-scale developers during this period. Construction of housing in the Dundalk Survey District between 1930 and 1960 was rapid, with modest to large single-

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family dwellings located on platted lots encircling the Dundalk project area. The amenities within the Dundalk project area spurred the expansion of its suburb by having already established a commercial center, movie theater, post office, several churches, and a school. Additional religious structures were constructed around the commercial center, including St. Timothy Lutheran Church, the Dundalk United Methodist Church, and St. Rita's Roman Catholic Church.

During the postwar years, suburban Dundalk was vastly improved by blocks of freestanding and attached dwellings fronting landscaped streets that continued the Garden City plan begun as part of the Dundalk project and continued by the Dundalk Company. Yet, because of the continuing growth of the population of Baltimore, developers and architects embraced the apartment building and complex ideal that had migrated to the United States from Europe by the mid-19th century. Apartment buildings and complexes were constructed with great speed and in great numbers during the 1920s, 1930s, and 1940s throughout the United States, including the Dundalk Survey District. In the United States, three types of housing were prevalent starting in the 1920s for multiple families: group dwellings, apartment houses and garden apartments. These building types accommodated the expanding urban and suburban population. Within the context of the "Garden City" movement, the group dwelling "gave each family direct access through its own entrance or private hall... They are not semi- but fully attached. Their height runs from one to three stories." The apartment house was a structure that included "halls or stairs used in common, which must be maintained throughout some kind or other of joint arrangement for service." The garden apartment complex would be comprised of three or more two- or three-story buildings with a central entrance, no lobby, and no elevators, arranged together in a landscaped setting. The apartment development in Dundalk was dominated by the garden apartment design, with examples including Dundalk Gardens, The Keyway Apartments, Liberty Gardens, Cornwall Apartments, Dunmanway Apartments, and Dunmore Apartments. The concepts of garden apartments and garden city planning provided developers with the framework to build more attractive and affordable housing, which was desperately needed in the 1930s, 1940s, and 1950s. These buildings enhancing the effectiveness of multiple dwellings by boasting various features including the avoidance of street frontage in order to embrace the courtyard, or the construction of garages at the outer rim of the apartment development. The designers and developers wanted to avoid the "admittedly wasteful" design of the typical grid-street system found in the cities and to re-open the development for the residents.

Thus, the suburban development that encircled the 1918 EFC Dundalk project, which provided worker housing and practiced the ideals of Garden City planning that was continued by the Dundalk Company, perpetuated these same standards with large-scale development and the immeasurable need for housing during and after World War II. The freestanding and attached single-family dwellings of the Dundalk suburb utilize the same period revival style and economic low-cost materials and designs practiced by the EFC project in 1918. Further, the single-family dwellings and multiple-family garden apartment complexes from the 1930s to 1960 reaffirmed the Garden City planning ideals for which the Dundalk Historic District is significant.

9. Major Bibliographical References

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10. Geographical Data

Acreage of surveyed property 211.99

Acreage of historical setting 211.99

Quadrangle name Baltimore East/Curtis Bay

Quadrangle scale 1:24,000

Verbal boundary description and justification

The Survey District encircles the Dundalk Historic District on the north, east and south sides. It is roughly bounded by Dunhill Road to Belclare Road on the south, running north along Liberty Parkway to Dunman Lane, to York Way. At Shipway Road, the boundary runs along the railroad tracks and extends to Sollers Point Road to include the National Distillers Products Corp. and continues northwestward on the western side of the railroad tracks. It turns southward on Willow Spring Road to Dundalk Avenue where it meets the Dundalk Historic District.

11. Form Prepared By

name/title Laura Trieschmann, Architectural Historian

organization E.H.T. Traceries, Inc

date 4/3/03

street and number 1121 Fifth Street, N.W.

telephone 202/393-1199

city or town Washington

state DC zip code 20001

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville MD 21032
410-514-7600

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. BA-3082

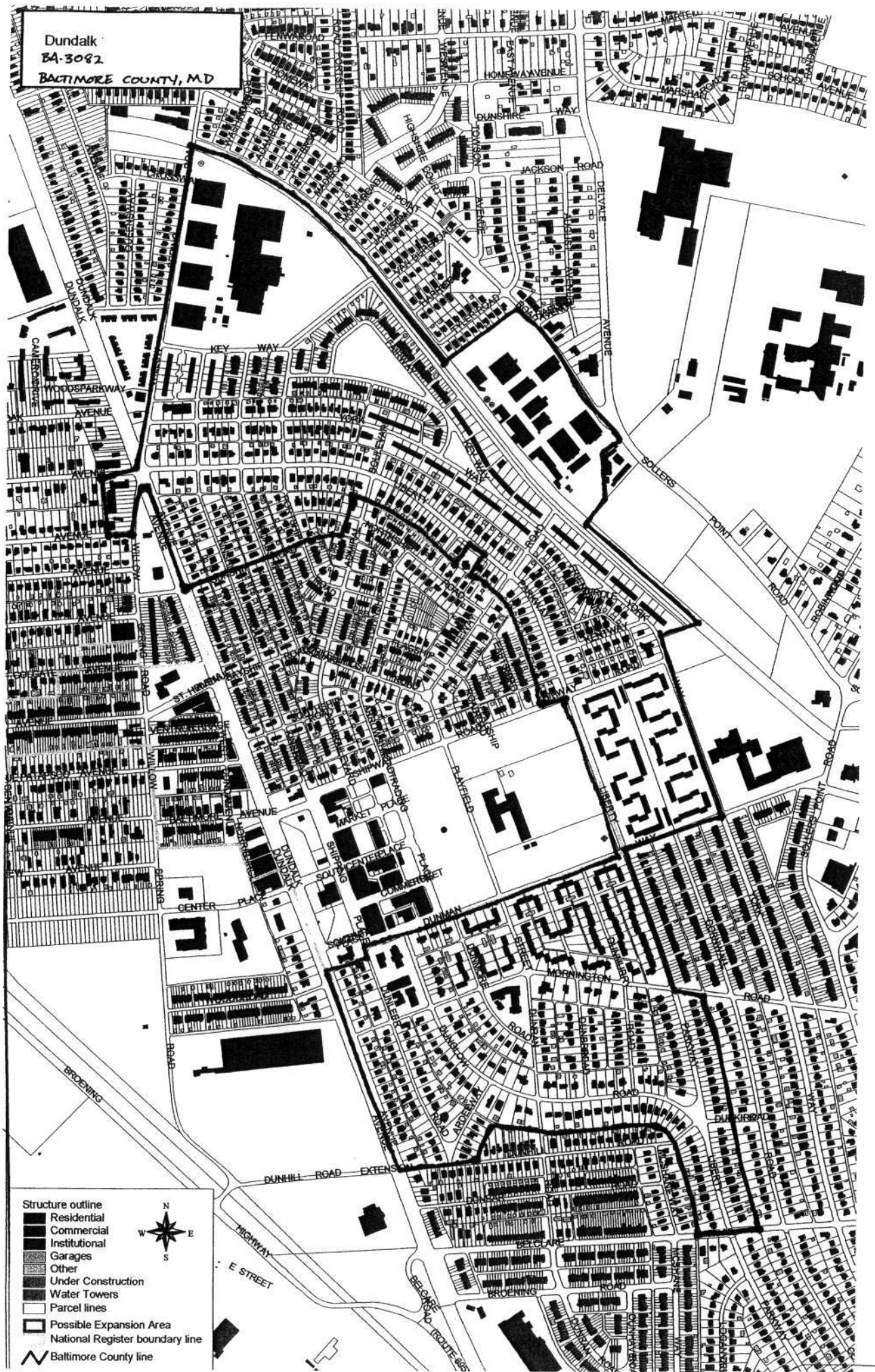
Name Dundalk Survey District

Continuation Sheet

Number 9 Page 1

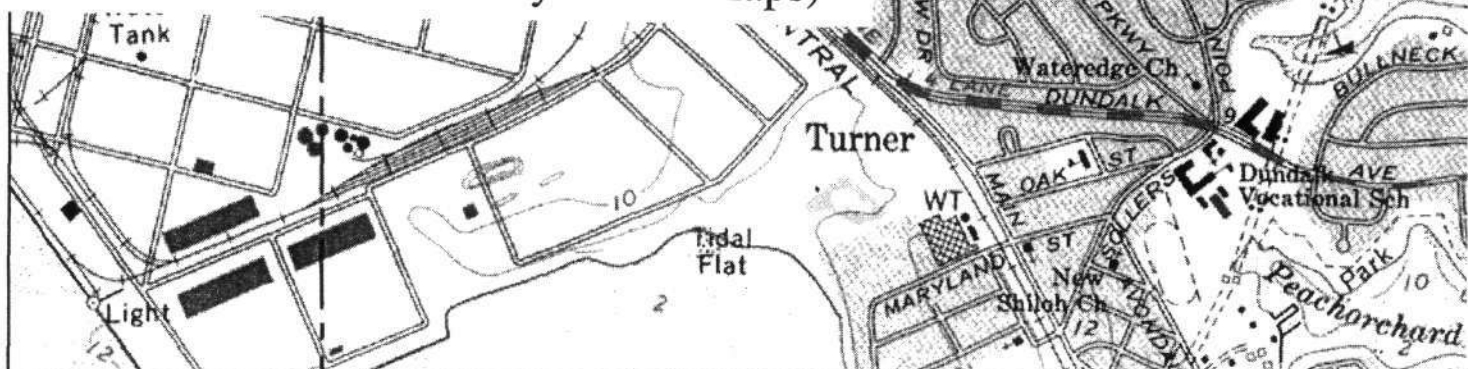
Null, Druscilla. Dundalk Historic District, Dundalk, Maryland, National Register of Historic Places Inventory-Nomination Form, July 1983 (BA-2213/B-3737).

Dundalk
BA-3082
BALTIMORE COUNTY, MD





Dundalk Survey District (BA-3082)
Dundalk, Baltimore County, Maryland
 (Baltimore East/Custis Bay USGS Maps)





BA-3082

ST. TIMOTHY LUTHERAN CHURCH
DUNDALK SURVEY DISTRICT
BALTIMORE COUNTY, MD

TRAILERIES

2/2003

MARYLAND SHPO

CHURCH AT WILLOW SPRINGS ROAD, DUNDALK
AVE., AND PINE AVE., LOOKING WEST

1 OF 16



BA-3082

DUNDALK METHODIST CHURCH, DUNDALK SURVEY DISTRICT
BALTIMORE COUNTY, MD

TRACERIES

2/2003

MARYLAND SHPO

CHURCH ON DUNRAN ROAD LOOKING NORTHWEST

2 OF 16



BA-3082

10 KINSHIP ROAD AND 6-8 LIBERTY PARKWAY
DUNDALK SURVEY DISTRICT
BALTIMORE COUNTY, MD

TRACERIES

2/2003

MARYLAND SHPO

SINGLE DWELLINGS LOOKING NORTH

3 OF 16



BA-3082

20-22 LIBERTY PARKWAY

DUNDALK SURVEY DISTRICT

BALTIMORE COUNTY, MD

TRACERIES

2/2003

MARYLAND SHPO

DWELLINGS LOOKING EAST

4 OF 10



BA-3082

3017-3019 DUNGLOW ROAD, DUNDALK SURVEY DISTRICT

BALTIMORE COUNTY, MD

TRACERIES

2/2003

MARYLAND SHPO

DWELLINGS LOOKING EAST

5 OF 10



BA-3082

3007-3011 DUNMURRY ROAD
DUNDALK SURVEY DISTRICT
BALTIMORE COUNTY, MD

TRACERIES

2/2003

MARYLAND SHPO

SINGLE DWELLINGS LOOKING SE

6 OF 16



BA-3082

2505-2515 LIBERTY PARKWAY

DUNDALK SURVEY DISTRICT

BALTIMORE COUNTY, MD

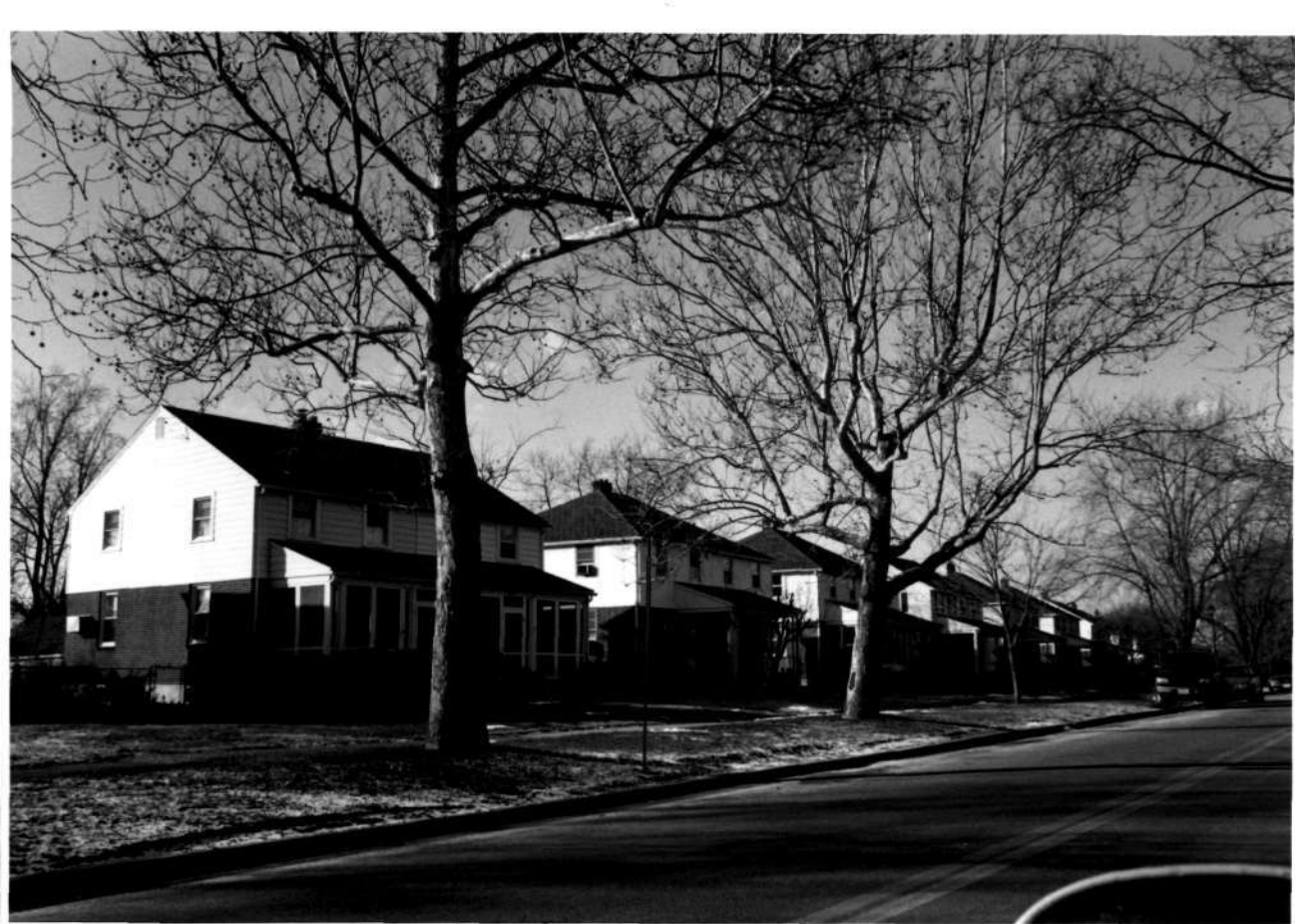
TRACERIES

2/2003

MARYLAND SHPO

DWELLINGS LOOKING SE

7 OF 16



BA-3082

3028-3038 LIBERTY PARKWAY, DUNDALK SURVEY DISTRICT

BALTIMORE COUNTY, MD

TRACERIES

2/2003

MARYLAND SHPO

TWIN DWELLINGS, LOOKING NW

8 OF 16



BA-3082

FAIRWAY, DUNDALK SURVEY DISTRICT
BALTIMORE COUNTY, MD

TRACERIES

2/2003

MARYLAND SHPO

FAIRWAY - KEYWAY PARK AND DWELLINGS, LOOKING NE

9 OF 16



BA-3082

2915-2919 DON MURRY ROAD, DUNDALK SURVEY DISTRICT

BALTIMORE COUNTY, MD

TRACERIES

2/2003

MARYLAND SHPO

MULTIPLE DWELLINGS, LOOKING SE

10 OF 14



BA-3082

LIBERTY GARDENS APARTMENTS (DUNWOOD)

DUNDALK SURVEY DISTRICT

BALTIMORE COUNTY, MD

TRACERIES

2/2003

MARYLAND SHPO

LIBERTY PARKWAY LOOKING EAST

11 OF 16



BA-3082

KEYWAY APARTMENTS, DUNDALK SURVEY DISTRICT

BALTIMORE COUNTY, MD

TRACERIES

2/2003

MARYLAND SHPO

131 WILLOW SPRINGS ROAD, LOOKING EAST

12 OF 16



BA-3082

KINSHIP ROAD AT KEY WAY, DUNDALK SURVEY DISTRICT
BALTIMORE COUNTY, MD

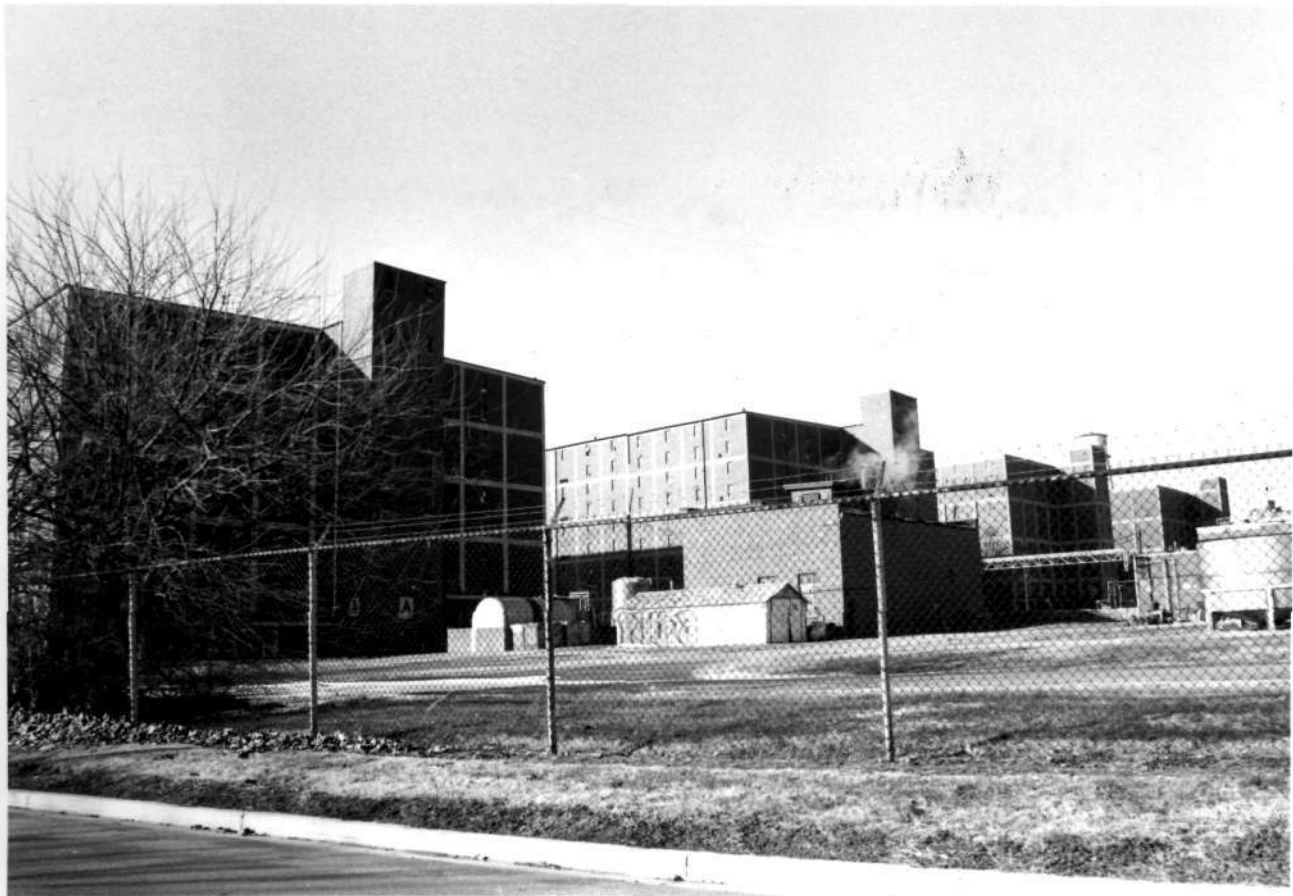
TRACERIES

2/2003

MARYLAND SHPO

DWELLING AND DISTILLERS' WAREHOUSES, LOOKING NORTH

13 OF 16



BA-3082

PAUL JONES & CO, INC DISTILLERS, DUNDALK SURVEY DISTRICT
BALTIMORE COUNTY, MD

TRACERIES

2/2003

MARYLAND SHPO

WAREHOUSES, LOOKING NORTHWEST FROM KEY WAY

14 OF 16



BA-3082

PAUL JONES & CO. INC. DISTILLERS, DUNDALK SURVEY DISTRICT
BALTIMORE COUNTY, MD

TRACERIES

2/2003

MARYLAND SHPO

WAREHOUSE ON WILLOW SPRINGS ROAD, LOOKING SOUTHEAST

15 OF 16



BA-3082

NATIONAL DISTILLERS PRODUCTS CORP., DUNDALK SURVEY DISTRICT
BALTIMORE, MD

TRACERIES

2/2003

MARYLAND SHPO

WAREHOUSE, LOOKING NORTHWEST FROM SOLLERS
POINT ROAD

16 OF 16